M&T NEWS

JUNE IS 231 MONTH!

(SEE INSIDE)

231 AMONGST WITHDRAWN SHEFFIELD EXPOSED. RADIATOR A.E.C's AT EAST BANK GARAGE 13 OCT. 1968

AND ON WOODHEAD MOORS ON HER INITIAL RUN FROM OLDHAM

(P. Beardsley

The Monthly Magazine of . . .

SHEFFIELD OMNIBUS ENTHUSIASTS SOCIETY

M. & T. NEWS

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May 1969 No.54

JUNE IS 231 MONTH

Our Oldham PD1,231,last ran at the beginning of February,and,since her tax expired,has been merely parked at our yard alongside Rotherham 37.Only a very small amount of work has been done on the bus,and her condition has slowly deteriorated.However she still carries a current test certificate,and is fully insured for use,and it seems a great waste for her just to stand there.

Thus,during June,we intend to launch a "crash" programme of restoration on 231,in the hope that,during the summer months of July and August she will again treat us to a number of delightful runs.For this we must have YOUR HELP.Rubbing down,rebuilding,and repainting will take place every Saturday and Sunday afternoon during June from 2 p.m. to 6 p.m. commencing Saturday June 7th. The idea is that those willing to help will be taken free of charge in LRB 750 to and from the yard,a full programme of preservation drawn up,and every helper given a specific job and the materials with which to carry it out.In this way there can be no quarreling over how such a piece should be restored,and there will not be,as so often occurrs,people standing around wondering what to do next,thus wasting valuable time.

A separate sheet is enclosed with this magazine giving full details of the route that LRB will take etc. It must be stressed that this will not be the final restoration and repaint of 231 - this cannot possibly be done in just one month,and in line with normal SOES policy 231 will eventually be given a professional repaint.The object is to prevent further deterioration and have 231 looking respectable so that we can be proud to run her again this Summer.

Will you help?

SALES DEPARTMENT

For the time being please will you address all Sales Department orders,queries etc. to me at 144 Steade Road Sheffield S7 1DU A new range of

photographs is being introduced, which include many older types of Sheffield buses, and a large number of defunct trolleybus systems (Mexborough, Doncaster etc.)

FILM EVENING In response to many requests a film evening has been arranged for June 25th at Ecclesall Church Hall (memorial Hall) at 7.30 p.m. Films will include both movie films of Sheffield trams, and slides of local vehicles. A leaflet giving full details of this will be sent to each member in the next few days.

YORK-SHEFFIELD BUS RACE! This idea came to me in a fit of madness, and I was certain that everyone would think it a really daft idea. However, everyone I have mentioned it to so far seems to think it would prove quite an attraction, and has said they would like to take part. The idea is based on the 'Transatlantic air race', only here the idea is to get from York to Sheffield in the fastest possible time by service bus, with only one condition - one journey must be on an independent operator. This will only be held if there are sufficient numbers willing to take part, and details will appear on the same leaflet as the film evening.

LRB ENTERS A RALLY On Sunday 27th. July a parade of preserved commercial vehicles will take place in Huddersfield, followed by a display in Greenhead Park, Huddersfield. LRB has been entered for this. Further details will appear in next month's issue.

MODEL TROLLEYBUSES I would like to express my sincere thanks to the following people who have helped build and paint over 50 model trolleybuses over the past month :- P.Beardsley, A.E.Barber, J.Widdowson, P.H.Vickers, S.Jackson.

FLEET NEWS

SHEFFIELD TRANSPORT DEPARTMENT P.M.Angell, D.Tummon, P.Beardsley. J.H.Turner, R.Banks, D.E.Vickers, J.E.Harrison.

Several of the new 'B' fleet Atlanteans have arrived and are in service. Those so far noted are:

1117-27 YWA 117-27G Leyland PDR2/1 (1117-20 900397-400) Park Royal H79D

1117-8 were delivered on 9/5/69,in service 11/5/69.1119 was in service 12/5/69,1120/1/3 were seen in service on 17/5/69.Externally they are little different to the 192-221 batch.The fleetname is of a similar style(though showing 'Joint Omnibus Committee') to the one on 193 but is all blue.They are used mainly on services 28/43/45/92 (1117 ran out of fuel at Totley on its first trip).

One-man-operation commenced on Sunday 11th.May on rtes. 51,85,110,118,121.Rte.51 uses Swifts,the others mainly Leopards.Also on that day route changes were introduced on services 13/14,which runs via Angel Street and Arundel Gate to Furnival Square instead of Campo Lane, services 23/32,joined via Furnace Lane and Retford Road between Handsworth and Woodhouse to form a circle,service 25,diverted between Handsworth and Woodhouse via Beaver Hill Road instead of Station Road and Furnace Lane,service 93 extended from Stradbroke via Stradbroke Road to Woodhouse Cross.These have upset the public in that services 23,32, 52,93 now all show 'WOODHOUSE' on the blinds though running via very different routes.The last 2-man 51 was 457 (2315 City to Gleadless) and the first OMO on 51 was Swift 29.

Several buses have had detail changes viz: 17/8/27,1019/23/7/8 have been fitted with a cooling grill at the rear offside.8 has a repainted(and slightly rebuilt) front end.The coat of arms and Leyland badge are both missing.32 has a new front.Many Atlanteans have been fitted with a new notice in the cab reading "Warning - do not overspeed engine by engaging low gear at high road speeds".

It has been rumoured that one of the Bridgemasters is to be withdrawn to provide spares for the others,and one wonders whether this will be general in other fleets.

Converted to O.M.O. 1007/356

Chassis nos. 1135-49 (on order) 901118-21/230-7/381-3

In undercoat 1356,3163

Repainted 133/44 (blue wheels) 127,1395/9 (red wheels),908

Delicenced	836 - 28/4/69	821,829,832 - 30/4/69
	837,841 1/5/69	827,859 - 7/5/69
	1261 - 20/5/69	825 - 27/5/69
	849 - 29/5/69	852,857 - 3/6/69
	858 - 4/6/69	847,855 - 5/6/69

Relicenced 823 - 24/4/69 824 - 30/4/69.

Transfers between garages 511-3 EB to Hr.
750-9 Ld to Hr. 871-5 EB to Ld.

Observations 271 on 3 19/4/69;448 on 27,963 on 150 both

23/4/69,1738 on 24,882 on 60 both 24/4/69,1273 on 52 25/4/69,480 on 33 28/4/69;204 on 95,487 on 33,3073 on 5 all 29/4/69,28 on 82 30/4/69;834 on 24,168 on 81 both 2/5/69,924 on 2 3/5/69;90 on 61/3,6 on 150,1004 on 95 all 5/5/69;444 on 1 6/5/69;156 on 60,1400 on 60,1271 on 3 all 7/5/69;1026 on 63 10/5/69;18 on 33 12/5/69;988 on 28 14/5/69;1294 on 24 15/5/69;1266 on 82 17/5/69.

Imminent route changes When the new Inner Circle route is introduced(mentioned last month) it is proposed to divert the service 98 via Ellesmere Road and Scott Road to Southey Green.This service will be linked also with the 20(Hemsworth - Sheffield Lane Top),though it is not certain at the time of writing whether route no.20 or 98 will disappear.

Service fleet 837,841 are now Driver's Instruction buses and numbered D15/6 respectively.New are:
VS20 YWJ 694G ? VS31 AWA 496G Morris j-type van.
Because of the many recent changes we are reproducing below a S.T.D. fleet allocation,correct as at 18th.May 1969.

EAST BANK (40 s-d's,169 d-d's Total 209)

1 - s-d	Bedford	22seat	1
1 - s-d	AEC	37 seat	90
14-s-d	Leyland	41 seat	1005/8/9/10/11/2,3070-4/80-2
5 - s-d	Leyland	44 seat	6-10
4 - s-d	Leyland	45 seat	1015-8
4 - s-d	Leyland	49 seat	3001-4
11- s-d	AEC	53 seat	1019-29
3 - d-d	AEC	55 seat	1284-6 (low-bridge)
19- d-d	AEC	58 seat	781-94,809,1269-71/3
8 - d-d	Leyland	59 seat	508-10,3158-62
32- d-d	AEC	69 seat	435-47,871-80,1325-33
12- d-d	Leyland	69 seat	461-3,901-9
2 - d-d	AEC	70 seat	3150/1
7 - d-d	AEC	72/76seat	519-25 (bridgemaster)
78- d-d	Leyland	77/78seat	141-61,182-91,881-99,915-28 1109-16,1392-7
8 - d-d	Leyland	79 seat	1117-24

GREENLAND (32 s-d's,155 d-d's Total 187)

10- s-d	Leyland	41 seat	1000/6/7/13/4,3075-9
22- s-d	AEC	49 seat	15-36
14- d-d	AEC	58 seat	1736-49
41- d-d	Leyland	59 seat	479/80/2/3/5/6/7/90-507 822-6/8,1292-7,3152/3/6/7

8 - d-d AEC 69 seat 453-60
18- d-d Leyland 69 seat 464-76,910-4
10- d-d AEC 70 seat 264-73
30- d-d Daimler 77 seat 951-3,967-93
34- d-d Leyland 76/77 seat 929-50,1350-8,3163-5

HERRIES (4 s-d's, 157 d-d's Total 161)
4 - s-d Leyland 41 seat 1001-4
22- d-d AEC 58 seat 750-4,1251/3-68
25- d-d Leyland 58/59 seat 511-17,830/4/5/8/9/42/3/7/9-52/4-9
19- d-d AEC 70 seat 1359-77
61- d-d Leyland 77/78 seat 126-40,340-60/3-9/954-63,1101-8
30- d-d Leyland 79 seat 192-221

LEADMILL (135,all d-d's)
50- d-d AEC 58 seat 755-65/7/8,95-804/8/12-20,1274-8/80-2,1769-5/8/9.
31- d-d AEC 69 seat 448-52,861-70,1334-49
28- d-d Daimler 77 seat 101-25,964-6
26- d-d Leyland 77 seat 162-81,1398-1403.

Operational fleet - 692 (481A,180B,31C)
Unlicensed vehicles: for disposal
EB : 806 Gl : 477/8,821/7 Hr : 829/31-3/6/40/5/6/8/1252.

SHEFFIELD UNITED TOURS R.Banks
Full details of the new Reliances are:-
396-9 XWJ 396-9G AEC Reliance 6U3ZR7185-8 Plaxton Panorama Elite C53F
400-3 XWJ 400-3G AEC Reliance 6U3ZR7189-92 Plaxton Panorama Elite C41F
396-9 are the 12 metre coaches whilst 400-3 are 32ft. 3½ins long. The Hirst and Sweeting name and livery is to disappear and a start is being made on repainting these vehicles this year.

ROTHERHAM P.Beardsley,J.H.Turner,D.E.Jane,R.Banks
A full list of buses repainted in the new livery to date is as follows,in this order:-
164,133,92,134,97,142,143. 92 was noted in Pond Street on 30/4/69. 187,one of the new Fleetlines was on rte.87 on 11/5/69.

DONCASTER C.P.H. Robinson,R.Banks
New are:
210-5 YDT 210-5G Daimler Fleetline 63214-9 Roe H74D
Tiger Cub 44 has made history by being the first vehicle to be repaired in the famous Doncaster Plant of British

Rail (presumably it can now be called a 'rail-bus' Ed.)

LEEDS A.J.Hibbert

358 is in the new livery

MEXBOROUGH AND SWINTON Fleetlines 15-8 have been transferred to West Riding where they are numbered 246-9

YORKSHIRE TRACTION R.Banks,J.E.Harrison,P.M.Angell

The chassis numbers of 747-50 are 804467/8/232/1 and were to have been Devon General 542-5 OTT 542-5G Coach 13 was noted at Owlerton Stadium on 15/5/69 on an excursion 695 was on rte.66 on 12/5/69 still giving a good performance.

S.E.L.N.E.C. P.T.A. operators - A.J.Hibbert

ASHTON New are:

57-61 PTE 357-61G Leyland PDR1A/1 ? Roe H71D

MANCHESTER All remaining PD1/3 were withdrawn in April. Atlanteans 1059-97 LNA 1559-97G and Fleetlines 2059-97 LNA 2559-97G were nearly all in service in April.All have Park Royal H76D + 24 bodies.

OLDHAM New are:-

178-83 GBU 178-83G Leyland PDR's

408/10-2 are apparently withdrawn as the bodies have been giving considerable trouble,in fact a conductor fell through the platform on one of them.434 has been badly damaged in a low bridge accident.The last of the ex-Halifax Leylands 468-70 have been withdrawn. 470 is to be converted into a breakdown tender. A startling piece of news is that Oldham's first Crossley 57 (BU 7945) is owned by Berresford of Cheddleton.Needless to say it is delicensed and stored. It was new in 1934.

ROCHDALE Regent III 233 has been withdrawn leaving 235 as the last East Lancs exposed radiator Regent III in service.

RIBBLE 1004 has been noted with Frank Cowley(dealer) Manchester.

INDEPENDENTS A.J.Hibbert C.P.H.Robinson

LANCASHIRE UNITED Guy Arab IV/NCME 545 has been converted to a towing vehicle.

Atkinsons 522/3/29/30 have been withdrawn and sold.

MAYNE,MANCHESTER The following coaches have been traced to new owners:

XNB 15 a Wigan coach operator XNB 17 T.Williams,Mossley 2245 NA Barlow's,Oldham 2244 NA Chadderton Coachways

All are Bedford SB1's with Duple C41F bodies.

PROCTOR,Hanley Delivered last year was PEH 238F,a Daimler Fleetline/Alexander.

TURNER,Stoke-on-Trent New is 8 TRF 172G,an NCME bodied Daimler Fleetline.
FELIX,Hatfield The fleetline has arrived.
WALKERS,Hexthorpe Newly acquired is:
GPN 991 Bristol KSW6G 92.100 ECW H60R Ex.Brighton, Hove and Dist. 443

BLUE ENSIGN New is
XDT 957G Bedford VAM 461649 Plaxton Panorama Elite C45F This has replaced 5471 DT which has been sold.
RILEY,Rotherham D.E.Jane New are:
42 MET 900G Bedford VAM70 464769 Plaxton Panorama Elite(692315) C45F 3/69
43 NET 10G Bedford VAM70 466154 Plaxton Panorama II (692262) C45F 4/69
Fleetnumbers of the Riley coaches are as follows (these are not always shown on the vehicles)

30 - EET 550D	31 - KET 980F	32 - GET 850E
33 - FET 110D	34 - 1800 ET	36 - 4110 ET
37 - KET 440F	38 - KET 460F	39 - KET 20F
40 - 7020 ET	41 - KET 30F	42 - MET 900G
43 - NET 10G	44 - DET 720D	45 - EET 750D

TRAM NEWS - D.Tummon

BLACKPOOL Modern Tramway states that of the 4 condemned Coronations,only 647 is broken up - the rest are at Blundell Street depot in store.656 now has Z4 controllers instead of Vambac,these coming from 647.'Boat' 602 is now repainted cream to the waist rail with green above including the trolley gantry.
EASTBOURNE The road scheme has been altered to accomodate the tramway this season.The future is still uncertain.

TROLLEYBUS NEWS (See also Northern Trolleybuses)
R.Banks, D.Tummon, M.Hampson.

BRADFORD In addition to the frog being moved in Thornton Road at the Clayton barrier,the one at the other side of the road has been moved as well - this was automatic,but is now hand operatoed.A new frog has been put in at the Gaumont Cinema.The reason for this is that as from 7/5/69 the double crossover at the lights beyond the Clayton barrier was removed,and two hand-operated sidings provided at the Clayton and Thornton barriers.All the wire and most of the poles have now been removed from Bowling Hill Yard.The lower loop at Victoria Square has now been removed so that a complete loop is no longer possible,nor can a trolleybus turn back rather than go into the City Centre.

Depot allocation on 4/4/69 was as follows:
THORNBURY 715/6--20/2-4/7,775-8/82-4/95/9,801.753/7/8. 745/9.785-93.845-7.831-5 Total 42
DUCKWORTH LANE 703-14/21/5/6/8/9/30-9,841-4 Total 31
Total fleet 73. Duckworth Lane is now the only trolleybus only depot in the country.

PORTSMOUTH Several corrections are necessary regarding the article in last month's newssheet.

Fourteen assorted trolleybuses both 2 and 3-axle were tried out to find which particular vehicle was most suitable.It was found that the AEC 661T was ideal for the services and so 84 were delivered between 1935 and 1937.As an economy many tram poles were used for the trolleybuses. Parts of the old tram track can still be seen as on approaches to the Isle of Wight Car ferry and in front of the Cathedral.Between these points one can see how the line was operated as a single stretch similar to that which existed in Nursery Street and over the Staniforth Road railway bridge.

Details of fleet

1-4	RV 4649-52	AEC 661T	English Electric	H50R 1934
5-7	RV 4653-5	Leyland TB2	English Electric	H50R 1934
8	RV 4656	Sunbeam MF2	English Electric	H50R 1934
9	RV 4657	Karrier E4	English Electric	H50R 1934
10	RV 4660	Sunbeam MF2	Metro-Cammell	H50R 1934
11	RV 4661	Karrier E4	Metro-Cammell	H50R 1934
12	RV 4658	AEC 663T	English Electric	H60R 1934
13	RV 4659	Sunbeam MS3	English Electric	H60R 1934
14	RV 4662	Sunbeam MS3	Metro-Cammell	H60R 1934
15	RV 4663	AEC 663T	Metro-Cammell	H60R 1934
16-24	RV 6374-82	AEC 661T	English Electric	H50R 1935
25-54	RV 8307-36	AEC 661T	Craven	H52R 1936
55-90	RV 9106-41	AEC 661T	Craven	H52R 1936
91-100	RV 9142-5/9-54	AEC 661T	Craven	H52R 1937
301-15	ERV 926-40	BUT 9611T	Burlingham	H52R 1950

In 1937 1-100 were renumbered 201-300.

LONDON On the Friern Barnet route 221 (ex.Trolley route 621/521) many of the span poles and wires exist along Friern Barnet Road.Poles without lamps were removed on one side but not along the other.Odd poles also exist elsewhere along this section of route.A similar case exists on the Paddington route near Paddington.

PRESERVED TROLLEYBUSES H.K.Woolford. Nottingham 506 was recently vandalised.Many windows were broken,some by throwing seat cushions through,the majority of beading,

bulbs and spares have been smashed and many panels dented. Repairs will cost about £80 and an appeal has been launched.

A BUS DRIVER'S TEST by M.Staniland

On the afternoon of Friday 20th October 1961 I was the driver of S.T.D. no.502 (4502 WB) on the 1.55 p.m. trip from Woodthorpe to Pond Street and to the best of my knowledge this would be my last trip as a bus driver, for I was to return, the following Tuesday, to my previous occupation of Fireman on British Railways.

My return to the Railway on October 24th. was the start of 7½ years in which I progressed from Engine Cleaner to a Top Link Fireman, or Secondman to use the term now applied to us since the elimination of my beloved steam engines. Since the steamers went my interest in the Railway has gradually waned, until recently, on hearing of probable redundancy I approached Division Street with a request for re-employment as Bus Driver, this meaning I had not only completed a circle, as the saying goes, but had gone round twice. fireman-Bus Driver- Fireman - Bus Driver.

On making my request I went through the usual procedure of checking my old records, mediaal and driving test. The check on my records was satisfactory, I passed my medical and then came the actual test with the bus on the road. I was asked to report to Leadmill Garage at 9.00 a.m. on Tuesday 6th. May and I duly arrived dressed in my Railway uniform which caused a few curious glances from bus-crews in the Time Office, but these were nowhere near as curious as the look I received from the time-keeper when I approached the window and asked where the 'Master Cutler' engine was.

After making my business known I was told to wait as the Instructor would be along shortly with a bus. A few seconds after the hour of nine into the Time Office walked a Driving Instructor who I could remember from my previous sepll in the driving school. He didn't recognise me immediately but when he did, and he realised I had driven buses before he just gave me a short talk about the bus, after all in the previous 7½ years the biggest vehicle I had driven regularly was an A.35 van, although I did once drive a 30cwt van but even that was three years previous.

After the talk came the test proper. We approached the bus, KWA 552, old no.552. In my time as a bus driver I had driven these buses on many occassions, and I was about to see if I still knew how. "Into the cab" said the Instructor

so up I climbed.I sat in the seat trying the feel of the controls and I felt immediately at home.Whilst I was sat there the Instructor had taken up his seat behind me and he gave the order to start the engine.I rattled the gear-stick to let him know I had made sure the bus was in neutral,started the engine and waited for the command to move away. "Right",said the Instructor "let's go." I dipped the clutch and selected second gear.This was it, the thing I fear mpst when first driving a strange vehicle. (after 7½ years I think I can call a bus a strange vehicle) was to stall the engine.A few more revs on the engine,out with the clutch and when I felt it bite,off with the handbrake,552 glided away nicely.Following the Instructor's directions I safely negotiated the supporting pillars that seem to grow like trees in a forest around the old tram shed,into the original bus garage and out towards Shoreham Street."Turn left into Shoreham Street" was my next order and this I did quite successfully,well successful with three wheels maybe,but for some reason the rear nearside wheel took a fancy to the kerbstones and incorporated some of them in its route.The Instructor was well aware of this fact and let me know of it in words of his own.I would not say they were harsh words but suffice it to say I didn't repeat the manouvre during the rest of the trip.

We were now out on the open road,the rain beat down mercilessly and on starting the windscreen wiper my vision was made temporarily considerably worse.I kept in second gear till I had good forward vision then I decided to impress the Instructor by letting him see I still remembered this was not a torque converter and gears needed changing.I changed into third and as speed increased I found employment for the top cog in the box and engaged that.

We were now approaching the St.Mary's Road Traffic Lights which were glowing a quite pretty red.Another vehicle was already waiting there so I approached carefully.The lights did me the honour of turning green before I came to a stand,but remembering my previous training I waited until I saw the other vehicle move away before I accelerated.This proved to be a good move as the other vehicle was turning right,and as other vehicles were approaching from the opposite direction coming straight down Shoreham Street towards the town centre the vehicle in front of me just moved to the centre of the crossroads waiting for a gap in traffic to

turn into St.Mary's Road.When the gap came he disappeared along his way and I was left with a clear road.A quick change down to second gear and I was on my way again.At Havelock Bridge,again red traffic lights awaited me and I coasted down the hill towards other vehicles awaiting the green light.This time the lights stayed red and I was brought to a stand.Here again I remembered my previous Driving School training and on coming to a stand I applied the hand brake and selected neutral to await our turn to move.

When the green showed I selected second again and moved off,this time in the direction of Havelock Bridge.This was one of the driving school's favourite testing grounds, Havelock Bridge to Derbyshire Lane via route 34.At the right hand turn over Havelock Bridge into Prospect Road I found I was just that little bit too late selecting second gear,which should have been done before starting the turn and I finished up by having a last minute struggle to get round the bend,still it was my first attempt in 7½ years so I think I may be excused for not getting it perfect.The next turn into Richards Road was better and the climb to the top was passed without incident.At the approach to Heeley Green with motor cars parked on my side of the road I was confronted with a Bridgemaster on route 35 to City coming round the bend from Heeley Green. I welcomed the quick flash on the Bridgemaster's headlights calling me through the restricted space and entered the short stretch of Gleadless Road used by these routes.

After this point I am not quite sure of the road names but anyone familiar with this route will know of the sharp right hand bend just past the Meersbrook Service Station.I approached the corner still in top gear allowing the bus to roll to a low speed.Just before the corner I selected second gear to negotiate the steep sharp bend but the Instructor thought I had only selected third. "Go down another gear" he said.This request seemed strange to me as second gear was quite satisfactory for this corner but,not wishing to get on the wrong side of the Instructor I complied with his request and made a crashbox change down into first.This was a reasonably smooth change and quite surprised the Instructor."Was you in second?" he asked.I said yes and he apologised as he thought I was in the wrong gear and he finished off by saying,"I didn't

think you'd be able to make that change yet."

Hollythorpe Rise was reached without incident and I was asked to stop and reverse into a side street.This was made difficult for me as the rain was still falling very heavy and neither of my mirrors were easy to see through but by taking it steady and making continual observations through the mirrors,mainly to impress the Instructor as it was almost impossible to see through them I was able to manouvre the bus into the side road.The instructor seemed satisfied with this and asked me to continue along the 34 route to Derbyshire Lane.From there I had to descend Scarsdale Road and,after reading only a few days previous an article in April's Bus and Coach written by our own Mr.Humpidge about the Outer Circle route and remembering his words about drivers being told to descend this hill without changing gear I selected third gear at the top of the hill and retained it till reaching the bottom.Unfortunately I received words from the Instructor over descending the hill a little too fast.From the bottom of the hill I turned right along Chesterfield Road and made my way via Heeley Bottom - London Road - Moorfoot - St.Mary's Road and Shoreham Street back to Leadmill garage.I was then given a few questions on the Highway Code.After this the Instructor sent me to Division Street clutching a paper - SATISFACTORY FOR TRAINING AS BUS DRIVER.

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THE "MUD AND DIRT"

or Sixty Years a Company by Peter J.Blake

Part Two.

An interesting note on the Isle of Sheppey operations was that due to the old low Kings Ferry Bridge,which formed the Island's only link with mainland,made it impossible to use double deckers on any service going to and coming from the island.Any buses for use on the island had to be decapitated to get on the island and would normally have to stay there for the rest of their lives.With the advent recently of a new bridge this no longer happens and you can now see double deckers on service runs to and from the island.

On the 1st.October 1930 the "M & D" took control of the Chatham and District Traction Company,a brief history of which appears later.

The Head Office,off Upper Stone Street,having been twice extended was found to be too small so "Knightrider House" in Knightrider Street,Maidstone was purchased.The house, although of great historic interest was converted into the

Head Office and the grounds became a large bus depot.

In 1933 "M & D' lost and gained area.They lost their depots and services at Northfleet and Dartford to the newly formed London Transport Board.Gravesend was retained and became a terminus of the "M & D" Service.At the same time they purchased Autocar services ltd. of Tunbridge Wells and ran it as a separate company.In 1934 A.Timpson & Sons Ltd.,of Hastings was taken over.

1935 saw three new depots,two at Tunbridge Wells and one at Tonbridge.In this year the company absorbed Autocars and two other companies.Thus on 11th.November 1935 "M & D" took control of the Hastings Tramway Company,operating it as a separate company - a brief history of this company appears later.

Moving towards the end of the "30's" a new depot at Rye was opened and the Tunbridge Wells depot was enlarged. At the outbreak of the Second World War in September 1939 the company now had no less than 219 diesel buses and coaches with a few remaining petrol buses.

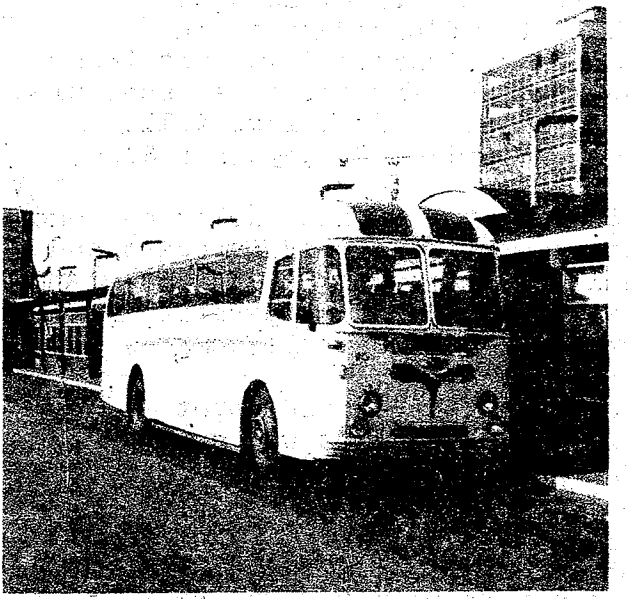
During the war gas was used to fuel the buses and a large number of producer plants were operated.The "M & D" proudly claim that never once did services cease,though there were a great number of "casualties".The offices at Hastings were completely demolished,but the worst "casualty" was Gillingham depot which was practically destroyed and more than 50 buses were lost.Many other vehicles were damaged and a large number of employees lost their lives or were injured on duty,and the company was justly proud of their employees devotion to duty two of whom were awarded the B.E.M. for their courage during raids.

The war meant the suspension of express services which had now reached 21.Some coaches were converted to ambulances loading of which was effected through the luggage doors.The company operated,and still does,special services for the workers at factories in the Medway Towns and for those who worked at the Chatham and Sheerness dockyards.

After the war the company had the arduous task of getting back on their feet,the rebuilding of the Hastings offices and the Gillingham depot.By 1950 the company looked forward into the future with confidence,and the setbacks of the war receded into the distance.

Before the war the mainstay of the company had been Leylands,the late "30's" and "40's" saw a change to Bristol,but this source dried up due to nationalisation and so revertion to Leyland occurred.The early "50's"

SHEFFIELD ODDITIES



No. 90, the 1958 AEC/Roe ex-Committee Coach is due for withdrawl. very soon. Shown at C.B.S. bound for Manchester.

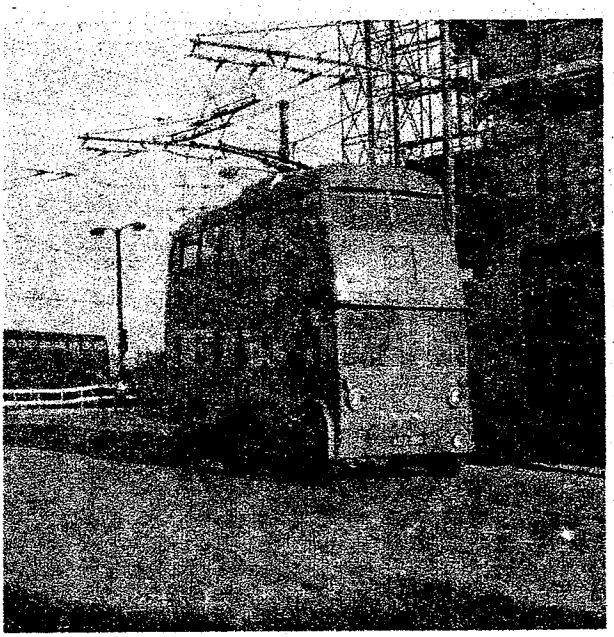
"Cabbage Wagon" no. 1 quickly proved unpopular with the Transport Committee, and lay almost idle until recently being placed in Service. A Bedford VAS/ Craven B22F she appears here at St. Elizabeth's home (Healey Bank Road)

(P. BEARDSLEY

THE END OF BOURNEMOUTH TROLLEYBUSES

Long before the close - 6-wheel B.U.T. 2108 is shown here at Bournemouth Pier

(J. H. TURNER.



STILL GOING STRONG

Ex. Ipswich Sunbeam/Park Royal's are still on full-day service in Walsall. 352 (ADX 190) leaves the Town Centre in March 1969.

brough AEC's into the company's fleet.The fleet list of this period shows Leyland,Bristol, and a smattering of Daimler,Guy and AEC double-deckers,and AEC and a smattering of Leyland and Bristol single-deckers.In 1950 a new bus station/depot was opened at Hawkhurst and in 1951 an additional bus station at Maidstone appeared.

1955 saw the opening of a small depot at Edenbridge and in October of that year the "C & D" lost its separate identity.

During this period the company rebodied most of their wartime Bristols,Guys and Daimlers to give them a new lease of life.

On October 1st.1957 the Hastings Tramways Company was totally absorbed.Two years later,on 31st.May 1959 trolleybus operation was suspended and a fleet of new Atlanteans were brought into use to take over the service.The "M & D" were pioneers in the use of Atlanteans in this area and by mid-1961 close on a hundredd Atlanteans were in service replacing older buses.

From 1957 "M & D" standardised its single-deck fleet on the AEC Reliance.In the "60's" "M & D" started purchasing Daimler Fleetlines in fixed and convertible forms and also Leyland Panthers.In the late "60's" "M & D" started operating Fleetlines as one-man-operated in the Medway Towns and also standee type Panthers in the Hastings area.

After 60 years the company runs about 250 routes,has 18 operational garages and i works garage,and operates about 1,000 buses and coaches.The company still keeps a few coaches in the colours of absorbed subsiduaries.

Livery : Green and cream (most buses)
Cream with green bands (Coaches and d-p's)
Blue (3 coaches fleetname "Skinners")
Cream and red (1 coach fleetname "Scout")

Garages(and codes)

Ashford (A)	Borough Green (BG)	Bexhill (BX)
Chatham (C)	Edenbridge (E)	Faversham (F)
Gillingham (GL)	Gravesend (GR)	Hastings (H)
Hawkhurst (HK)	Maidstone (M)	Rye (R)
Sittingbourne (S)	Sheerness (SH)	Silverhill,Hastings(SV)
Tenterden (T)	Tonbridge (TB)	Tunbridge Wells (TW)
Postley Works,Maidstone (PW)		

JUNE IS 231 MONTH - DON'T FORGET TO DO YOUR BIT!

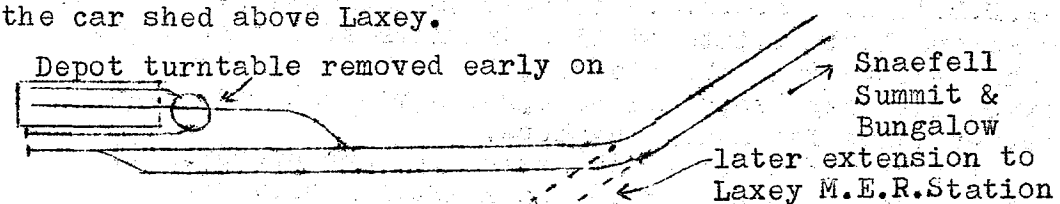
A SURVEY OF BRITAIN'S REMAINING TRAMWAYS. by D.Tummon
No.5 SNAEFELL MOUNTAIN RAILWAY

Very much associated with the Manx Electric Railway since 1894, this is now administered by the M.E.R. Board under Tynwald control.

In 1887, G.N.Fell surveyed the slopes with the intentions of building a railway to the summit. However, no further progress was made until 1894, when the Douglas and Laxey Coast Tramway was extended to Laxey. In 1895 a syndicate - the Snaefell Mountain Railway Association - was formed mainly of those with financial interests in the coastal tramway, including Alexander Bruce and a Dr.Hopkinson, an electrical engineer.

It was decided to adopt electric traction with the fell rail system, although it had been originally intended to use steam traction. A gauge of 3ft.6 ins was chosen to allow room in the bogies for the fell rail equipment, 3ft being too narrow. Temporarily an extra rail was laid to allow the Manx Electric Railway 0-6-0 3ft. gauge locomotive 'Caledonia' to haul construction trains. The line was built extremely quickly and opened on 21st. August 1895, 73 years ago. The title then was the "Snaefell Mountian Tramway".

The original terminus was alongside what is now the car shed above Laxey.



Probable original Terminal/Shed layout 1895

In December 1895 the line was sold out to the "Isle of Man Tramways and Electric Power Co." which owned the M.E.R. In 1896, the line was extended down to a lower terminus, and in 1897 to the new M.E.R. station. The line was then, and is now 4.9 miles.

The next event of note was in 1900 when Dunbell's Bank collapsed. The Snaefell line passed, along with the M.E.R. into the hands of the Manx Electric Railway Co. and the name was changed to the "Snaefell Mountain Railway" which it has retained since. In 1901/2, a charabanc opened a service from the Bungalow to Tholt-y-Will. This ceased in 1953.

Due to the absence of a road to the summit, the Air Ministry in 1951 provided a Whickham railcar and trailer to reach the summit radar station in winter, when the passenger service does not operate.

In 1957, the line passed, with the M.E.R. into the hands of the Manx Electric Railway Board, and cars were painted green and white, although they have now resumed the old red and white livery. In 1958, the Board re-introduced the Bungalow to Tholt-y-Will bus service with two ex-Douglas Leyland Cubs, but this was not a success and lasted one year only. Since then, the railway has prospered well.

To be continued next month

EDITOR'S NOTE The Editor will be on holiday from Saturday June 14th till Sunday June 22nd and all news received during this time will be held over until I return.

Robert Banks

NEW SALES ITEMS

Ommitted from page 1 was the mention of a new line in Sales Department goods, which I am certain will prove very popular. Through the kind assistance of Mr. D.E. Jane, an S.O.E.S. member from Rotherham, we can now make available prints of line drawings of a variety of vehicles. Everyone who has seen these has said how excellent they are, and I am certain you will not find better value for money anywhere.

The drawings are to ½" scale i.e. are approx. 1ft. 3 ins. long, on paper 1ft. 8 ins x 1ft. All show the nearside of the vehicle. A full list of vehicles now available is:

ROTHERHAM CORPORATION

Daimler Fleetline/Roe
Daimler CVG6/30/Roe (f-e)
AEC Bridgemaster 2B3RA (front entrance)
Daimler Fleetline/Willowbrook single-deck
Crossley DD42/8/Crossley
Bristol L5G/East Lancs centre entrance single-deck.
AEC Reliance 2MU3RA/Willowbrook

LONDON TRANSPORT

AEC Regent III/Weymann (RLH class)
Leyland Tiger PS1/MCW (TD class)

The cost of these is only 2/6d each - please send orders to the usual address: (postage 9d extra)

144, STEADE ROAD, SHEFFIELD, S7 1DU.

'END OF AN ERA'

The Closure of the Bournemouth Trolleybus System after Thirty-six Years

By Ian CUNNINGHAM, B.Sc., M.I.Mech.E., The General Manager of Bournemouth Corporation Transport

At 3p.m. on Sunday, 20th April, 1969, the last of a procession of seventeen trolleybuses left Bournemouth Pier to the accompaniment of a fanfare from the band of No. 130 (Bournemouth) Squadron of the Air Training Corps and the cheers of the many thousands of people who had turned out to witness the event. Included in the procession were vehicles representing the whole history of trolleybus operation in Bournemouth from the Sunbeam MS2 of 1935 in its original condition, through the 1950 B.U.T. three-axle trolleybus and the 1958 open-top conversion of one of the original Sunbeams, to the latest batch of vehicles delivered in 1962. There too was the decorated trolleybus which ran during the last week of service, and number 301, the last trolleybus to be built in Britain. The older vehicles were loaned by the Societies and individuals who had preserved them and carried members and guests of those parties, while the remaining vehicles carried Bournemouth residents, visitors from all parts of the country and members of the Bournemouth and Christchurch Councils, with other invited guests who had wished to participate in this farewell; but this is really the end of the story.

It all began many months ago when I decided that in view of the excellent service the trolleybus had given to Bournemouth we ought to mark its passing in some appropriate way. The Transport Committee, as so often happens with guardians of the public purse, authorised me to make whatever arrangements I thought desirable, provided no net expenditure was involved! We therefore laid our plans with the object of attracting the greatest amount of attention while at the same time having an eye to the commercial success of what we planned. During these months a number of preserved trolleybuses from different parts of the country had operated over the Bournemouth system and we had had an opportunity to assess the amount of interest that the trolleybus still evoked among the enthusiasts. It therefore seemed appropriate to consult some of the Preservation Societies, particularly those who owned ex-Bournemouth vehicles, with a view to enlisting their active support. This policy paidoff

handsomely and as a result of this liaison the Bournemouth closure was unmarred by any incident of the type which so frequently has brought such functions into disrepute.

During the last week of trolleybus operation an exhibition was mounted in the Transport Department Canteen at the Mallard Road Depot illustrating the history of trolleybus operation in Bournemouth over 36 years.It included photographs,tickets,documents and other mementos of past years and a fine collection of models drawn from all over the country.The mains and overhead sections were represented by comprehensive displays of equipment and to bring visitors to the exhibition a special trolleybus service was laid on from Bournemouth Pier direct to the exhibition with free admission to it.The exhibition was manned largely by retired officials of the Department, many of whom could speak from personal experience of the whole period of trolleybus operation and visitors found this particularly helpful and interesting.At the same time copies of the handsome souvenir brochure,prepared by David Chalk,the Department's Assistant Traffic Superintendant, were available for sale and over 3,000 of these have already been sold.

Saturday,the 19th April,was the last day of normal service operation.The entire main road timetable was operated by trolleybuses throughout this day and a little duplication with motorbuses was carried outb to ensure that ordinary members of the public did not suffer at the expense of the many enthusiasts who thronged the services.A lengthy queue developed at the trolleybus exhibition and nearly 500 people gathered at the Depot entrance at 11.45p.m. to cheer the last trolleybus home.However,on Sunday morning,the 20th April, some of the trolleybuses were out again for special round trips from Bournemouth Pier to Christchurch and return to give the enthusiasts a last chance to see the Christchurch turntable and to traverse the route.

So we come back to Sunday afternoon when the final procession made its way to Christchurch for the last time. The seventeen trolleybuses had to be split up into batches of four or five,not only to help thetraffic arrangements, but also to avoid overloading the overhead wiring,particularly on the long section from Iford to the Mallard Road Depot which has been entirely fed overhead since the premature closure of the Holdenhurst Sub-station due to work on the new Ringwood/Bournemouth spur road.Again,as a matter of

as a matter of practical convenience,only the last five vehicles could be allowed onto the Christchurch turntable as it would have taken too long to turn all seventeen vehicles individually,but just before four o'clock the Mayor of Bournemouth pulled down the trolley booms on number 301 as it sat on the turntable,and he and the senior Alderman of Christchurch pushed the vehicle round to the cheers of the crowd.The final run to the depot was completed withoutnincident and there the Mayor of Bournemouth drove number 301 for a last circuit of the perimeter track while the band played another fanfare and the last trolleybus had come home.

An operation such as this requires the co-operation of a great many people and it was because we had this co-operationfrom staff,police,public and the enthusiasts that I think we were successful.

The same day new motorbuses unobtrusively took over the former trolleybus schedules on the Christchurch routes. I say unobtrusively and this seems appropriate for the trolleybus has served Bournemouth unobtrusively for very many years.Its advantages in silence and freedom from fumes are undoubted but in modern traffic conditions it is at a serious disadvantage.People have sometimes asked me why it is that Bournemouth should be dispensing with its trolleybuses at the same time as the Southern Railway is electrifying the line to Bournemouth but the answer is quite simple. Given a reserved and unobstructed track the electric vehicle can perform to its full advantage using its excellent acceleration and its ability to coast without consuming powerbut where can one find such conditions in our modern towns? Sooner or later the larger cities will require to provide rapid transit systems which will almost certainly depend on electric traction but for the smaller towns and cities we must wait until a vehicle is available which can use the advantages of electric traction without being tied to wires or lines.Until that day comes our new motorbuses are the most flexible and economic form of transport and will continue to provide that public service of which Bournemouth has always been justly proud.

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Have you got your Bournemouth Trolleybus System Closure Souvenir Brochure yet? If not,they are still available from Bournemouth Corporation Transport,Mallard Road, Bournemouth,at the very reasonable cost of 3/- ,POST FREE.

THE SHEFFIELD "TROLLEYBUS SYSTEM"

by A.E.Barber

During the years in which there was a mania for electric transport many towns were taking up systems of railless electric traction to save on the cost of laying miles of expensive tramway track.On the 22nd December,1908,the Sheffield Tramways Committee appointed a Deputation to examine and report on the systems at Mulhausen and Vienna.

The Deputation set out for Vienna on the 28th January. 1909,where they inspected the undertaking,operated on the "Mercedes-Stoll" system.Here they found four cars working one route as an extension to one of the Vienna Tramway routes running out on the West side of the city.The system, which had been operating since the 18th October,1908,was 1½ miles long and had a gradient of 1 in 10 at one point, which the cars easily negotiated.The "Stoll" trolley carriage ran on top of the wire,instead of below,and had a weighted pendulumwhich assisted in keeping the wheels pressed to the wires.Instead of a trolley pole a cable was suspended from the trolley carriage and there were twelve spare yards wound round a small drum on the car to allow it to negotiate corners.The cars were built to accomodate 12 seated and 12 standing passengers (this includes standing on the platform).They could be converted to accomodate 20 seated.The entrance was just behind the driving position and the buses were one-man-operated.Trailer cars were being built to take an increasing number of passengers,At the depot the overhead stopped outside the doors and after the car had entered the trolley was detached by a plug and was left outside on the wires.

At Mulhausen,in Germany,four cars were working on a route 2 Kilometres in length on the Schiemann system.The cars had a capacity of 13 seated and 8 stood and took their power from an ordinary tramcar typp trolley.Here a hill of 1 in 12 was easily negotiated.Two cars running at an average speed of 12m.p.h. were giving ~~at~~ a 15 minute service,and on occasions four cars gave a 6 minute frequency,the heaviest traffic being on Sundays.In this case the system operated from the town independant of the tramways.

After working over the tramway systems at Vienna, Budapest and Brussels and studying an article in the "Tramway and Railway World" on a system called "Filovia", which had been introduced in Italy,the Deputation concluded that taking into comparison the experience of motor buses

in London and other towns and trials that had been held in Sheffield in 1908,they had no hesitation in stating that they were of the opinion that,"the Railless Electric Traction System is very much superior for work of this description." The Deputation were also of the opinion that the "Mercedes-Stoll" system was best suited for working in Sheffield.The trolleys should act as feeders to the existing tramway routes,andif the Sheffield Corporation Act of 1907 had insufficient powers that a Bill or a Provisional Order should be obtained.

The cost of overhead line etc. would be about £3,000 per mile and the cost of the cars should not exceed £600 each.

The Deputation suggested that a trial should be made on a route from Woodseats tram terminus along the Chesterfield road to Dronfield.If the trial was successful further routes were to be equped from Millhouses terminus,Abbeydale Road,along the Owler Bar road to the Cross Scythes Inn at Totley,and,from the tramway terminus at the foot of Manchester Road to the end of Rivilin Valley Road and along this road to Malin Bridge tram terminus.This route would operate only in Summer time.These three routes were included in the 1907 Act as suggested routes for motor buses. The Deputation were of the opinion that this sort of system was not suitable for operation in the busy streets of Sheffield.

Contained in the report was a drawing of a single-deck trolley,by the Railless Electric Traction Co.,which had seats for 16 passengers and 4 standing.This incorporated an open front for the driver,a rear platform entered by a single step from the back,and longitudinal seats for 8 passenger s down each side.This was probably the bus planned for Sheffield.

The Sheffield Corporation Act of 1912 gave authority for trolleybuses to run in the city and 9.21 miles of route were authorised.Due to the satisfaction given by the tramways and motor buses this system was never taken up and apart from a mention in the Tramway Replacement Report of 1957 this was the last heard of trolleybuses in Sheffield.

THE TROLLEYBUSES OF HULL

by G. Astin

The first trolleybus service in this famous maritime city came into being on June 23rd,1937,when some 26 Leylands replaced trams on the Chanterlands Avenue service.Prior to this datenHull had been served by trams on the main road services with buses serving the less densely populated areas. The first tramway service was replaced by buses in 1931. During 1934 there was a co-ordination scheme with East Yorkshire Motor services Ltd. and this meant tram services over 2½miles in length must be replaced by buses.Hull Corporation decided to use trolleybuses for the main bulk of tram route conversions,and 26 Leyland TB2's were ordered. These were soon followed by 20 Crossleys and 20 more Leylands. After inauguration of the Chanterlands Avenue service wires soon went up in Newlands Avevue,Beverley,Anlaby,Holderness and Hessle Road.The Hessle Road route was the last to be replaced by trolleys on June 30th,1945.The city suffered from many air raids and as a result some 12 utility Sunbeams were allocated to Hull in 1945.From then on only Sunbeams were purchased,the last trolleybus being the immaculate"Coronation" Sunbeams.These 16 vehicles had dual doorways,two staircases and trolley retrievers.

During 1959 it was decided to replace the trolleybuses with motor buses.The first victim was the Hessle Road route in 1961.This was followed by Chanterlands Avenue in the next year,and by 1964 only the 63,Beverley Road,route remained.On October 31st,1964,the 63 route ceased to be run by the "Coronations" (the only trolleybuses in service by then) and was replaced by motorbus route 18 to Endike Lane.

Just as the city of Hull itself has an individual character so did its trolleybus system.The routes themselves were in some case SHORTER than the tram services they had replaced,and no rout extended beyond the tram terminii.Hull's smart livery of blue and white applied in a streamline style for which it is famous,gave each vehicle a distinct appearance.Fortunately this 'streamline' livery is still in use.

The trolleybus routes were numbered between 60 and 70, the vehicles bore destinations such as 'Via Princess Avenue', or 'Via Hessle Road' rather than a city or suburban terminal point.

Another feature which has been predominant in Hull is the level-crossing.These occurred on route 63 at Stepney, 64 and 68 at Southcoates,70 just after the terminus,69 at

Wheeler Street and routes 61,62,65 at Botanic Gardens.The latter has always been the background of many Hull trolley-bus photographs.Since the closing of the Hull-Hornsea/ Withernsea lines,most of these level crossings have become defunct,whilst on the Anlaby and Hessle roads,the road has been highered to form a 'fly-over' over the railway.

It is now nearly five years since the wires last vibrated in this city.Although at its maximum there were some 100 vehicles the system never extended much beyond the heavy built up areas within a few miles of the centre of the city. When I was last in Hull (July,1968) there was still a stretch of one-way wiring in Whitefriargate in the city centre.

To be continued.

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EARLY BRITISH RAILLESS SYSTEMS

By H. Brearley Birmingham

Birmingham,a great city in the Midlands,a city of great possibilities with transport,was the first authority in this country to change a tram route to Railless buses. This was the Nechells route,late in 1922.Shortly before a Deputation had been to Bradford to ride in 521,the only covered top,double deck railless running at the time.They must have been impressed for the Nechell vehicles werenof a similar type.They formed the first regular fleet of covered toptrolleybuses to run in this country.Twelve of these were built by the B.E.T. Co. with Roe bodies.They had open stairs and seated 51 passengers.

Then followed a mixture,as is usual with big cities, Here was a vast potencial for makers of trolleybuses,and who knows,the Black Country covered a wide area and all wanted to be in on it.Number 13 was built by the Electro Mechanical Brake Company,of Birmingham,with English Electric body.This had open stairs and a seating capacity of 48.This bus was unique and years before its time.Numbers 14,15 & 16 were built by A.E.C. and had Short Brothers bodies.These also had open stairs.The last vehicle to be built with open stairs was number 17.This was an A.E.C. with Vickers body. Number 18 was a Guy with Guy bodywork,built in 1930.19 was a Leyland and 20 a Guy BT with again a Guy body.All these vehicles were delivered during 1930/1.They were returned to the respective makers in 1931.This closed the first stage of Railless in Birmingham.

Next was a batch of Leylands with bodies by Short Brothers.These were built in 1932.They had motor bus fronts

andcarried 48 passengers.These were numbered 1-11.Numbers 12-16 were A.E.C. 663s with Short Brothers bodywork seating 58.Number 17 was a Leyland fitted with a Leyland body seating 60.This vehicle was used in 1933 and then returned to Leyland.This vehicle was also demonstrated in Nottingham. Early in 1934 one would have thought that Birmingham was really going for trolleybuses and 50 Leyland TTBD2s with Met-Cammell bodywork were delivered.Theser were numbered 17-66.However,still no further routes were converted.In 1934 number 67 was delivered.This was a Sunbeam with Met-Cammell bodywork.This vehicle,being non-standard,was to become in a few months Wolverhampton 222.The number 17, TJ939,returned in 1936 as number 68.In 1937 numbers 67-78 appeared.These were Leyland TB5s with Met-Cammell bodies. The last vehicles to be purchased were numbers 79-90, which were Leyland TB7s with Met-Cammell bodies,and so completed the Birmingham trolleybus fleet,approximatly 90 buses in all.This carried on with little extension and no further conversions took place until 1951,when Birmingham decided that that was it.I could not believe this,but on a visit in August,1951,I saw this was true.The wires were being cut down,so it had to be accepted.I still thought of Birmingham with electric traction,but again,in 1953,I was shocked by the tram abandonment.The private tracks were there to Bristol Road,but when these went I had to change my views on Birmingham as an electric traction city,and accept the fact that it was only a long experiment with trolleybuses.

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THE DERBY TROLLEYBUS SYSTEM

continued By P. Beardsley,

Ashbourne Road

30/12/33 saw the last day of operation of trams on service 2.For once trolleybuses took up operation immediately. The trolleybus service ran to Kingsway Island.The new trolleybus route also ran through to the L.M.R. Station via London Road.On 28/4/35 Siddals Road was opened to trolley-buses.By October,1935,the following routes were operating:-

21 Victoria Street to L.M.R. Station
22 Ashbourne Road to L.M.R. Station
23 Ashbourne Road to Victoria Street
26 Ashbourne Road to Osmaston Road.

Also by October,1935 route 32,Ashbourne Road to Normanton Road,had come into operation

In 1943/4 the service was linked with Kedleston Road asvfollows:-

Ashbourne Road-Victoria Street-Siddals Road-L.M.R. Station-London Road-Market Place-Kedleston Road

Due to the development of the Mackworth Estate the Ashbourne Road service was extended to the Prince Charles Avenue on 8/6/52.The route numberings were now:-

21 Kingsway to L.M.R. Station
22 Prince Charles Avenue to L.M.R. Station
26 Ashbourne Road to Osmaston Road

On 26/7/53 the service was extended to Morden Green and a further route renumbering took place.

20 Kingswat to L.M.R. Station
21 Prince Charles Avenue to L.M.R. Station
22 Morden Green to L.M.R. Station
26 Ashbourne Road to Osmaston Road

By October,1961,only service 21 was used.

From 26/7/64 the route was linked to run via Osmaston Park Road and Harvey Road to Allestree Lane.This service was replaced by motor buses on 10/9/67.

NormantonRoad

On 18/3/34 tram routes 9,10 and 11 were replaced with a service of trolleybuses.The service ran from Victoria Street to the L.M.R. Station.Certain sections of the route had been opened on 13/8/33 to aid the running of workmens journeys.

On 30/6/35 an extension was made from Cavendish to Browning Street.The numbering of the services was:-

30 Victoria Street to Austin Estate
32 Normanton Road to Ashbourne Road
33 Victoria Street to L.M.R. Station
34 Victoria Street to Cavendish.
36 Normanton Road to Nightingale Road

Gradually the routes were worn down until in November, 1941,only the 30 and 33 remained.

By the late 1950's an extension had taken place.This was at Victoria Street and was to facilitate through running to Uttoxeter Road.

From 26/7/64 journeys terminating at the Station were extended to Victoria Street by way of Siddals Road.On 26/11/66

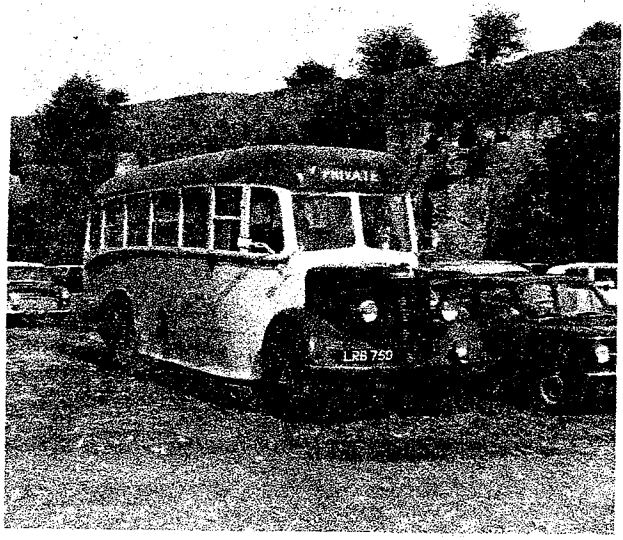
this service was withdrawn but workmens journeys continued to run until 11/2/67.The wiring remaine alive until the very last day of the system when several vehicles traversed it.

Kedleston Road On 12/8/33 tram route 1,running to Penny Long Lane,was replaced by a service of motor buses.On 1/1/34 this service was extended to the station running by way of Kedleston Road,Market Place,London Road,Midland Road,Siddals Road,Market Place,Kedleston Road.This resulted in a circular route,operating in the reverse direction to the Ashbourne Road route.The trolleybus route from Allestree Lane was opened at the same time as Siddals Road and this replaced the motor bus service.The route was numbered 11,trolleybuses first running along it on 28/4/35.11/2/67 saw the end of trolleybus operation on the Allestree Lane service and on the following day motor bus service 11 took over.

Osmaston Park Road Trolleybuses replaced the existing motor bus services A & B on 29/11/36.They were connected to the H Harvey Road service and three route numbers were used.
31 Victoria St-Osmaston PK.Rd-Harvey Rd-Market Place
39 Victoria Street to Victory Road
41 Market Place-Harvey Rd-Osmaston Park Road-Victoria Street
After the war much development took place in the Victory Rd area and a motor bus service,39,was introduced to serve this area.Trolleybus route 39 was discontinued in late 1950's. The next few years were quiet and no extensions took place until the connections at each end of the route to Morden Green and Allestree Lane were opened on 26/7/64.The route was now Morden Green-Osmaston Park Road-Harvey Road-Kedleston Road. This link came to an end on 11/2/67 when the last jouney to Allestree Lane with a trolleybuswas made.The trolleybus service now operated from Market Place to Morden Green.This service was converted to motor bus operation on 10/9/67.

Duffield Road On 7/5/33 a totally new service of motor buses running from Corn Market to Darley Park was opened.Trolleybuse took over operations on this route just over four years later. The trolleybus service ran from Wyndham Street to Broadway as service 43.Ten years later on 14/9/47 the route was extended from Duffield Road to Kingscroft.On 26/7/64 through running to Burton Road as service 57 was obtained.Shortly after on 4/10/64 motor buses commenced operation on this service.

I would like to finish by thanking the General Manager of Derby Corporation Transport for all the help he has given me in preparing this article.



Our Bedford OB, LRB 750 is now a common sight around Sheffield. She is seen here when still owned by Booth and Fisher in both rural and urban surrounds.